

as it has been carried to the hill-side in its present construction, to avoid lessening or narrowing the bed of the river?

17th. Is it, in your opinion, still practicable, without reducing the Canal so much as to effect it, to construct a Rail Road, with two tracks, along the Canal, next to the hill-side, by diminishing the width of the Canal? State clearly how this may be done, and what, if any, alterations would be required in the width or direction of the Canal?

18th. What is the width of the Canal, in the Monococy viaduct?—What is the length of the viaduct?—What the least width of the Canal, in any place where actually constructed, below the Point of Rocks, other than in the Monococy viaduct?—What the least width of the Canal, either as constructed or planned, above the Point of Rocks?—What the least inclination given to the outer wall of the Canal, where it has its foundation in the river, below or above the Point of Rocks, as actually constructed or planned, and heretofore intended to be constructed?

19th. Copy of interrogations heretofore proposed by the proxy of Virginia, at the general meeting of the Stockholders of the Canal company:

What proportion of the Canal, below the Point of Rocks, is constructed partly in the river, and how high are the walls which protect such partitions? Also, how much has it been contemplated to construct in like manner between the Point of Rocks and the Bridge at Harper's Ferry; and how high will be the walls necessary for its support? Also, how much is estimated to be constructed in part or entirely, in the river, between the Bridge at Harper's Ferry, and Cumberland, and the probable height of the protection walls?